

THE COMMISSION OF FINE ARTS

ESTABLISHED • BY • CONGRESS • MAY • 17, 1910

Pension Building, Suite 312

Judiciary Square

Washington, D.C. 20001

202-504-2200

202-504-2195 Fax

MEETING OF THE COMMISSION OF FINE ARTS

15 March 1990

AM 10:00 CONVENE, Pension Building, Suite 312, Washington, D. C.

I. ADMINISTRATION

A. Administration of oath of office:

Joan Abrahamson and Robert Peck

B. Election of Chairman and Vice Chairman

C. Approval of minutes:

15 February 1990

D. Dates of next meetings:

19 April 1990

10 or 17 May 1990

II. SUBMISSIONS AND REVIEWS

A. National Park Service, National Capital Region

CFA 15/Mar/90-1, Black Revolutionary War Patriots Memorial, Constitution Gardens across from Signers Memorial. Preliminary design.

B. Department of State, International Center

CFA 15/Mar/90-2, German Democratic Republic; Phase I of new chancery. Final design.
(Previous: CFA 22/Jun/89-1.)

C. Pennsylvania Avenue Development Corporation

CFA 15/Mar/90-3, Marriott Corporation, J. W. Marriott, 1331 Pennsylvania Avenue, N. W.
Canopy design.

II. SUBMISSIONS AND REVIEWS continued, 15 March 1990

D. Department of Transportation

CFA 15/Mar/90-4, Union Station Redevelopment Corporation, West End Market Place.
Concept design.

E. District of Columbia Government, Department of Consumer and Regulatory Affairs

1. Shipstead-Luce Act

- a. S.L. 89-241, 500 5th Street, N. W.
New office building. Concept design development. (Previous: CFA 21/Sept/89.)
- b. S.L. 90-51, 730 5th Street, N. W.,
(500 H Street, N. W.) New office building. Revised concept.
(Previous: CFA 15/Feb/90.)
- c. S.L. 90-77, Station Place, 2nd and F Streets, N. E., next to Union Station.
New complex Phase I. Concept design.
- d. Appendix I.

2. Old Georgetown Act

- a. Appendix II.

E. Whitehurst Freeway information presentation.

COMMISSION OF FINE ARTS TOUR - 15 MARCH 1990

START: 8:00 AM
Suite 312, Pension Building, 5th and F Streets, N. W.

1. Constitution Gardens, Black Revolutionary Patriots Memorial site. Constitution Avenue near 19th Street, N. W.
2. Marriott Hotel canopy site, 1331 Pennsylvania Avenue, N. W.
3. Station Place, 2nd & F Streets, N. E. next to Union Station on east. Also, west side of Union Station, proposed market site.
4. 750-5th Street, N. W., new office building.
5. 500-5th Street, N. W., new office building.

SHIPSTEAD-LUCE SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 90-65	2450 N Street, N.W. Boston Properties Whitman Place Condominiums	Temporary sign - permit
ACTION: No objection to issuance of permit for proposed 4' X 6' temporary sign.		
S.L. 90-87 HPA. 90-380	2033 Waterside Drive, N.W. Nina Shapiro Residence	Alterations - revised design - permit
ACTION: Recommend <u>AGAINST</u> issuance of permit for proposed alterations to front door and enlargement of turret windows. Recommend further study maintaining the transom detail of the second floor windows and a re-configuration of the roof skylights. No objection to the alterations to the first floor windows into french doors nor to the alterations to the rear of the building.		
S.L. 90-85	2301 Calvert Street, N.W. Syracuse University Paul Greenberg House	Signs - permit
ACTION: No objection to permit for proposed signs.		
S.L. 90-86 HPA. 90-362	201 Massachusetts Avenue, N.E. Capital E/W Ltd. Partnership Tortilla Coast Restaurant	Retaining wall - permit
ACTION: No objection to issuance of permit for proposed retaining wall around existing tree as shown in revised drawings. Note is made that tree roots should be protected to ensure the life of the tree.		

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 90-84	6830 Oregon Avenue, N.W. Birchrock Associates, L. P. Residence	Revision to permit - alterations - permit

ACTION: Recommend AGAINST circular driveway with two curb cuts. No objection to revision of permit for alterations including new brick facing, reduction of "footprint", and relocation of garage doors. Resubmit revised site plan showing driveway as previously approved. See previous Action. (S.L. 89-91)

S.L. 90-82	601 Indiana Avenue, N.W.	Awnings
PADC 90-10	Jack Bruner Au Bon Pain Cafe	- permit

ACTION: No objection to issuance of permit for proposed awning.

ADDENDUM

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 90-87 HPA. 90-380	2033 Waterside Drive, N.W. Nina Shapiro Residence	Alterations - revised design - permit
ACTION: No objection to issuance of permit for proposed alterations as shown in supplemental drawings received and dated 16 March 1990.		
S.L. 90-84	6830 Oregon Avenue, N.W. Birchrock Associates, L. P. Residence	Revision to permit - alterations - permit
ACTION: No objection to issuance of permit for proposed alterations including re-orientation of driveway with single curb cut as shown in supplemental site plan received and dated 16 March 1990. Applicant has agreed to submit a detailed landscape plan.		

OLD GEORGETOWN SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 90-45	3020 Cambridge Place, N.W.	Rear addition -
HPA. 90-200	Roger Mehle Residence	revised design - conceptual

ACTION: No objection to concept design for renovation at rear of residence and addition of two-story bay window as shown in supplemental drawings received and dated 27 February 1990. Submit working drawings for permit review when ready.

O.G. 90-58	1524 35th Street, N.W.	Guard station/
HPA. 90-238	Georgetown Visitation Preparatory School	vestibule and gates - revised design - conceptual

ACTION: No objection to concept design for new guard house, vestibule and entrance gates as shown in supplemental drawings received and dated 28 February 1990. Submit working drawings when ready.

O.G. 90-82	1217 Potomac Street, N.W.	Addition and
HPA. 90-335	Robert Lehrman Residence	alterations - permit

ACTION: No objection to issuance of permit for proposed addition and alterations as shown on working drawings received and dated 26 February 1990 which correspond with approved concept design. (See O.G. 89-270)

NO.	ADDRESS AND OWNER	PROJECT
O.G. 90-80	3269 M Street, N.W.	Security
HPA. 90-331	Players of Georgetown	grilles - permit (existing)

ACTION: Recommend AGAINST issuance of permit for security grilles proposed and currently in place. Grille enclosure is not appropriate to the historic district or to the historic structure in question. Recommend installation of similar grille system on inside of shop front or redesign of a grille enclosure sympathetic to the architectural character of building.

O.G. 90-66	3236 Prospect Street, N.W.	Iron fence on
HPA. 90-250	Iraklis Karabassis Residence	brick wall - permit

ACTION: Recommend AGAINST issuance of permit for proposed installation of iron fence on top of new brick wall. Proposal is inappropriate to the character of this modest Victorian residence. Recommend retention of existing cast iron fence in its original configuration.

O.G. 90-67	1632 30th Street, N.W.	Fence
HPA. 90-255	Georgetown Development Group Apartment building	(existing) - permit

ACTION: No objection to issuance of permit for existing fence which applicant has agreed to paint either dark green or white.

O.G. 90-69	1623 Wisconsin Avenue, N.W.	Signs
HPA. 90-302	Poy Goon Lin Georgetown Cafe	(existing) - permit

ACTION: No objection to issuance of permit for single sign at front of bay window only.

O.G. 90-71	1079 Wisconsin Avenue, N.W.	Signs
HPA. 90-315	Germar Properties Nature Food Centres	- permit

ACTION: Recommend AGAINST issuance of permit for proposed signs. Recommend resubmission of signs along with confirmation of the removal of the non-conforming existing awning which was disapproved in a previous application. (See Action O.G. 90-03).

NO.	ADDRESS AND OWNER	PROJECT
O.G. 90-73	1533 Wisconsin Avenue, N.W.	Sign (existing)
HPA. 90-325	1533 Wisconsin Ave. Assoc. Traditions	- permit

ACTION: No objection to issuance of permit for logo painted on glass storefront only. Applicant has agreed to remove lettering. (See O.G. 90-74)

O.G. 90-74	1533 Wisconsin Avenue, N.W.	Sign
HPA. 90-324	1533 Wisconsin Ave. Assoc. Traditions	- permit

ACTION: No objection to issuance of permit for proposed wall-mounted sign of individual, oversized letters which is to be installed on a temporary basis only and will be removed within twelve months from date of permit.

O.G. 90-76	3217 P Street, N.W.	Sign (existing)
HPA. 90-327	J., G. & E. Neams Neam's of Georgetown	- permit

ACTION: No objection to issuance of permit for existing sign provided applicant removes lines listing services and restrictions.

O.G. 90-78	3236 P Street, N.W.	Projecting sign
HPA. 90-329	Roberta Downs de la Touch Uptown Arts	- permit

ACTION: No objection to issuance of permit for hanging sign as shown in supplemental drawings received and dated 12 March 1990 indicating dimensions no greater than 33 inches by 36 inches.

O.G. 90-79	1055 Thomas Jefferson St., N.W.	Leasing sign
HPA. 90-330	Carey Winston Office building	- permit

ACTION: No objection to issuance of permit for temporary leasing sign no greater than 2 feet by 6 feet. Sign should be removed within six months from date of permit.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 90-83 HPA. 90-337	1436 Wisconsin Avenue, N.W. New York Styles	Awning (existing) - permit
ACTION: Recommend <u>AGAINST</u> issuance of permit for existing bull nose awning with 12 inch letters. Resubmit for standard shed-type awning with 10 inch lettering at valance which is more appropriate to the character of this building.		
O.G. 90-70 HPA. 90-306	1337 30th Street, N.W. Estelle V. Lazer Residence	Installation of storm windows - permit
ACTION: No objection to issuance of permit for proposed installation of storm windows.		
O.G. 90-68 HPA. 90-267	2800 Pennsylvania Ave., N.W. Louis Dreyfus Property Georgetown Plaza	Enclosure of cooling tower - permit
ACTION: No objection to issuance of permit for proposed enclosure of cooling tower which will have limited visibility from public space.		
O.G. 90-75 HPA. 90-326	3271 Prospect Street, N.W. Ana Baron Residence	Alterations and new siding - permit
ACTION: No objection to issuance of permit for proposed alterations and new wood siding. Type of siding is subject to site inspection to determine original siding once the asphalt cladding is removed.		
O.G. 90-72 HPA. 90-300	1729 Wisconsin Avenue, N.W. Sovran Financial Corp. Sovran Bank	Installation of ATM machine - permit
ACTION: No objection to issuance of permit for proposed installation of an ATM machine as shown in supplemental drawings received and dated 7 March 1990.		

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401 F Street, N.W., Suite 312
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MEETING OF THE COMMISSION OF FINE ARTS

15 March 1990

The meeting was convened at 10:10 a.m. in the Commission of Fine Arts offices in the Pension Building, Suite 312, 401 F Streets, N.W., Washington, D. C., after a tour of project sites.

Members present: Hon. J. Carter Brown, Chairman
 Hon. Neil J. Porterfield, Vice-Chairman
 Hon. Joan Abrahamson
 Hon. Adele Chatfield-Taylor
 Hon. George E. Hartman
 Hon. Robert A. Peck

National Capital
Planning Commission
staff present: Mr. Patrick Tribe

I. ADMINISTRATION

A. Administration of oath of office. The Secretary administered the oath of office to new members Joan Abrahamson and Robert Peck; they were welcomed to the Commission by the Chairman and the other members.

B. Election of Chairman and Vice-Chairman. Chairman Brown asked for nominations for the position of Chairman. Mr. Brown's name was placed in nomination by Mr. Hartman; there were no other nominations, a vote was taken, with Mr. Brown recusing himself, and he was re-elected Chairman. Mr. Porterfield's name was placed in nomination for the position of Vice-Chairman by Mrs. Chatfield-Taylor; again, there were no other nominations, a vote was taken, and he was re-elected.

C. Approval of minutes of the 15 February 1990 meeting. The minutes were approved without objection.

D. Dates of next meetings. Approved as:

19 April 1990

17 May 1990

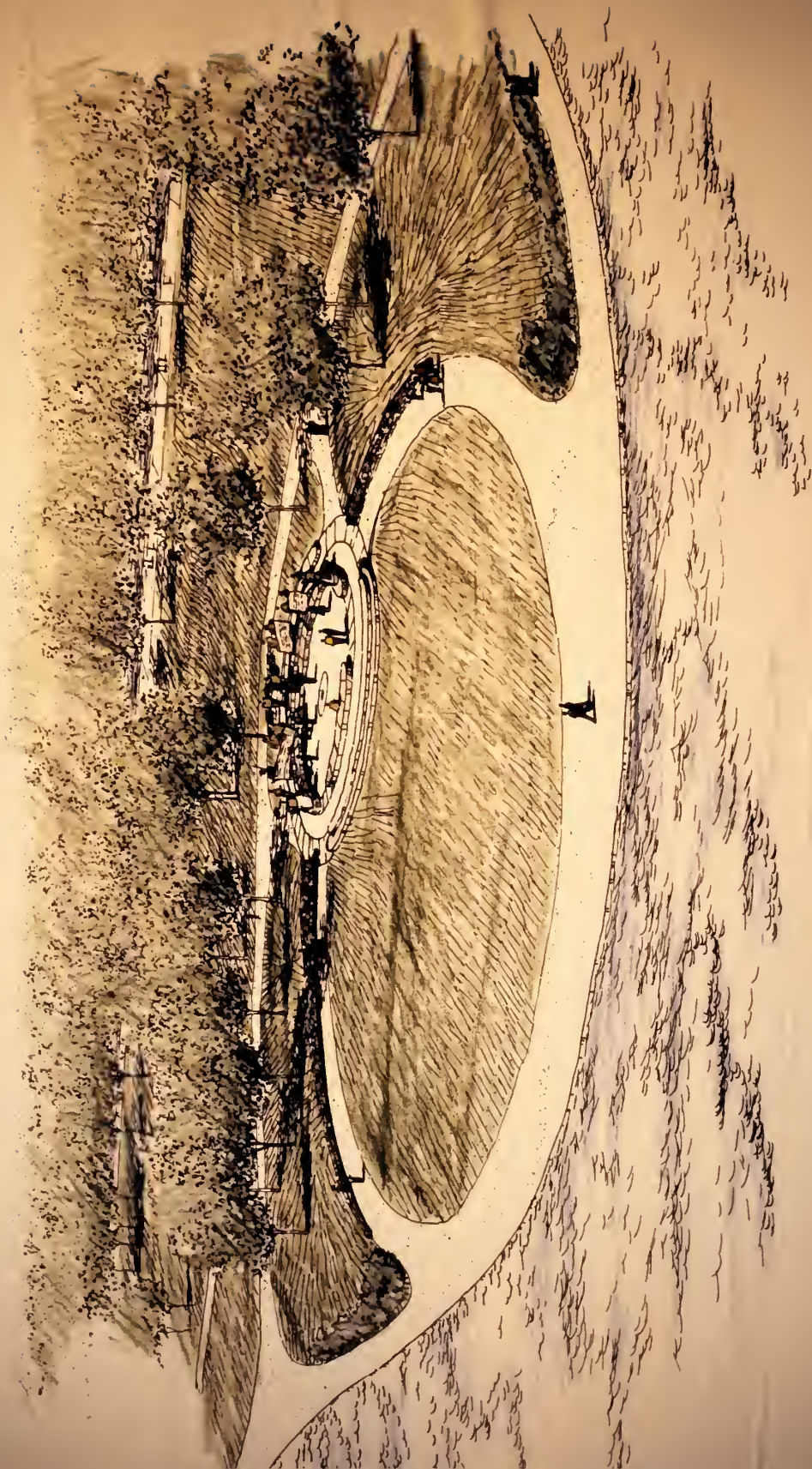
II. SUBMISSIONS AND REVIEWS

A. National Park Service, National Capital Region

CFA 15/MAR/90-1, Black Revolutionary War Patriots Memorial, Constitution Gardens across from Signers Memorial. Preliminary design. Staff member Jeffrey Carson recalled the Commission's approval of the site in July 1988 and showed aerial photographs of the area. He noted a model and drawings of the proposed design, and said the major elements were a grouping of thirteen bronze figures, slightly larger than life-size and holding scrolls with commemorative inscriptions, and a grassy forecourt, slightly less than half an acre, defined by low fieldstone walls. Comparing the size with the Signers Memorial across the lake, he said the Signers Memorial comprised about 1450 square feet, and the Black Patriots Memorial would be 5600 square feet. Mr. Carson then introduced John Parsons from the National Park Service to begin the presentation.

Mr. Parsons spoke first about the recent proliferation of memorials in the city, and for the benefit of the new members reviewed the Commemorative Works Act of 1986, which had addressed this problem. He described the division of the city, through this legislation, into Areas I and II, and said that Area I, the monumental core of the city, was reserved for memorials of great national significance; two separate congressional authorizations were required: one to erect the memorial, and a second to erect it in Area I. He said that, unless specifically provided, all memorials had to be erected at private expense, and he described the Memorial Advisory Commission, created by the legislation to review preliminary proposals. Ms. Abrahamson asked if the Advisory Commission decided on sites for memorials. Mr. Parsons said the commission only advised the secretary of the Interior (or the administrator of General Services, depending on jurisdiction) as to the appropriateness of the site and design; the secretary (or administrator) made the final decision, with approval also being required by the Commission of Fine Arts and the National Capital Planning Commission. Mr. Parsons then introduced Maurice Barboza, president of the Black Revolutionary War Patriots Memorial Foundation.

Mr. Barboza recalled for the members how the idea for this memorial had come to him. He said his sister had had difficulty in becoming a member of the Daughters of the American Revolution, even though the family had an ancestor who had fought in the war;



CFA 15 March 90-1
Black Patriots Memorial
Constitution Gardens

in doing genealogical research to support her effort, he had been impressed by what he had learned about black participation in the war and the struggle of blacks for freedom, and he thought the nation should know about it. He said there had been 5,000 black soldiers in the Revolution.

Mr. Barboza then described the site, which he thought was ideal because of the symbolism: midway between the Washington Monument and the Lincoln Memorial, and visible from the Signers Memorial, the Vietnam Veterans Memorial, and the steps of the DAR Constitution Hall. He discussed the symbolism of each of these in relation to his memorial. He said he had worked with the architectural firms of Devroux & Purnell, Skidmore, Owings & Merrill (the designers of Constitution Gardens), and the landscape design firm, EDAW (designers of the Signers Memorial), to develop a design for the Black Patriots Memorial. Architect Marshall Purnell was introduced to discuss the design.

After introducing his associates from SOM and EDAW, Mr. Purnell showed drawings, giving the size of the outer grass area as just under 1/2 acre and the inner paved area as 1/8 acre. The drawings and model showed the lawn area rising from the lake to an elliptical plane, paved in granite, on which were placed thirteen, seven-foot-high bronze figures--the number coming from the thirteen colonies--each holding a scroll that gave information on events and people. The memorial would have a teaching function, and Mr. Purnell said visiting groups would be accommodated on the lawn area, the granite steps leading to the ellipse, and a more formal seating area. Mr. Purnell noted on the drawings that the existing path would be moved behind the area, enabling people either to visit or bypass the memorial. In answer to a question, he said the inner elliptical area would be 60 feet across.

The members then discussed the design, commenting first on the site and the relationship of the memorial to it, having visited the site that morning. All expressed concern that the existing gentle, undulating slope from the lake up to the ridge behind was being altered, and that the figures, as they were placed on the ellipse, would interrupt the view of the high ridge behind the memorial and the horizon beyond. The Chairman commented on the difficulty of perceiving vertical dimensions on a model, and said placement of any figures would have to be looked at very critically. Vice-Chairman Porterfield recalled that when the site was approved, the Signers Memorial was in everyone's mind, and a landscape solution was expected. He and the other members thought that the bronze figures and the hard edge, especially the stone enclosure walls, gave the memorial a feeling of monumentality it should not have and defeated the feeling of discovery and the spirit of the place. Mr. Hartman and Ms. Abrahamson commented that the figures and scrolls also

formed a wall, separating this part of the memorial from the visitors. Ms. Abrahamson thought there was too much going on, that it would not be an intimate, poetic experience, and the point of the memorial was in danger of being lost. She asked if the figures were to be placed on a base; Mr. Purnell said they would stand on a 16-18 inch granite plinth. Mr. Peck asked if a sculptor had been selected; he was told that no one had been selected yet, that the figures were just conceptual. Mr. Peck said he thought it was of utmost importance to have the artist brought in at the beginning. Mr. Hartman was concerned that the walls and sculpture were restricting the site; he thought it important that the memorial relate to the existing space, and he noted the proximity to two other very successful memorials: the Signers and the Vietnam Veterans.

Mr. Purnell replied to the members' comments. He said the grade had not been changed radically, but he considered it essential to walk up to a memorial and so had introduced the gradual sloping. Referring to the Signers Memorial, he said it differed from this site in that it had its own well-defined precinct and was smaller, but he thought that its designers, who were also working with him, would be sensitive to the relationship between the two. As to the sculptural figures, he thought visitors needed to see black people depicted, they needed to have heroes, and it was necessary to portray those who had fought for freedom.

Summarizing the members' comments, the Chairman said that when the Commission had approved the site, it had in mind a poetic, landscape solution, not one involving free-standing sculpture, which he did not consider appropriate to the site; he said he had hoped that EDAW would see this. He added that whatever elements were involved, they should not pierce the green ridge behind the memorial area. The representative from EDAW said the sculpture would have to be very small not to be visible over the ridge. Chairman Brown said the Commission would like to see a new solution responding to these concerns, that a wall with bas-reliefs and etched inscriptions would be a possibility, and that an artist should be involved in developing the new design.

Exhibit A

B. Department of State, International Center

CFA 15/MAR/90-2, German Democratic Republic; Phase I of new chancery. Final design. (Previous: CFA 22/JUN/89-1.) Staff member Jose Martinez located the site for this chancery, between that of Jordan and the future chancery of Qatar at the International Center. He recalled that although the Commission had approved the project conceptually in June 1989, the letter to the State Department had expressed the members' concerns about the landscaping and the material of the retaining wall on the steep rear slope above Tilden Street, the brightness of the white

precast material, the architectural detailing and the apparent monumentality of the structure. He introduced architect Marvin Cantor to discuss his response to these concerns.

Mr. Cantor showed the members a model, which he thought would convince the members that the building was not as monumental as it appeared in the previous rendering. He said it would be four and one-half stories in the rear and three in the front. He pointed out the natural stone retaining wall and the use of large trees as a buffer on Tilden Street. Mr. Cantor said there had been two possible architectural approaches to the design, given the historical background of the architecture of East Germany--the international style or the older alpine style; he had chosen the former. Mr. Hartman said he had trouble tracing Mr. Cantor's design back to the International or Bauhaus style, but as conceptual approval had already been given, Mr. Cantor was asked to proceed with a discussion of the detailing. He showed a precast sample, smoother and warmer in color than the earlier submission, that was considered a great improvement. He also showed samples of the bronze anodized aluminum and blue-green glass to be used for the curtain wall areas. Mr. Cantor introduced Mr. Mortensen of Mortensen, Lewis & Scully, landscape architects, to show a new landscaping plan. At the rear were irregular groupings of perennials, evergreens and grasses, much like those already existing further down the slope and along Tilden Street. In the front, he showed the existing willow oak street trees and plantings of various ground covers, small trees and shrubs, similar to the adjacent properties.

There was general agreement that the landscape plan was better, but Vice-Chairman Porterfield and Mr. Hartman were still unhappy with the architecture. The question arose as to whether this chancery would ever be built, given the political situation in East Germany. Mr. Cantor said the preliminary indication from the State Department was that the West German government could take over the building in the event of reunification. The members thought that in that event the West Germans should be able to decide what kind of building they wanted; given what they had already built in Washington, they might prefer a different architectural style.

A representative from the State Department, Herbert Johnson, said his department was totally satisfied with the plans, if they were going to be used for a chancery for the German Democratic Republic. But he agreed that the situation was an uncertain one, and he said there would be no objection if the Commission deferred its decision. He said he anticipated a ruling by the department within the next few weeks. There was reluctance to approve a design for a client that might not exist in the near

future, and it was decided to withhold the decision, pending a report from the State Department on whether or not the project would move ahead. Exhibit B

C. Pennsylvania Avenue Development Corporation

CFA 15/MAR/90-3, Marriott Corporation, J.W. Marriott Hotel, 1331 Pennsylvania Avenue, N.W. Canopy design. The Assistant Secretary noted that the members had seen the site on their pre-meeting tour. He said the submission was for a canopy over the hotel entrance on E Street and introduced Evelyn Villatoro from the Marriott Corporation to make the presentation.

Ms. Villatoro said the 14th Street entrance to the hotel had not been satisfactory because of the traffic and the proximity to the service entrance, and more and more guests were being dropped off or picked up on E Street. For this reason the Marriott Corporation was requesting the erection of a canopy at this location to protect guests from the weather. She showed drawings of the open canopy structure, attached to the building with chains. The fascia and roof were glass, and there was a metal band at the top with the name of the hotel and the street number. Ms. Villatoro said one tree-planter would have to be removed, but it would be relocated. Mr. Peck asked about the height of the canopy compared to the one on the nearby National Theatre; Ms. Villatoro said it would be about the same. There were no objections to the canopy, but the members all agreed, after their site inspection, that this would be the time to remove the flag poles from the sidewalk area and hang the flags from poles attached to the building above the canopy level. It was also suggested that the plastic planters be removed. On the condition that these suggestions be seriously considered, the canopy was unanimously approved. Exhibit C

D. Department of Transportation

CFA 15/MAR/90-4, Union Station Redevelopment Corporation, West End Market Place. Concept design. Mr. Martinez said this project was being submitted as an effort to bring some life to this end of the station; he introduced Jack Tenanty from the Development Corporation to discuss the details.

Mr. Tenanty pointed out the location, next to the Metro escalator, and said the area was very unattractive at present and used primarily as a place for trucks to unload. He showed a rendering of the proposed market place, with free-standing carts and umbrellas in the open area and a large red awning attached to the end of the concourse section of the station. American flags hung in the arches of the station. The members had seen the site and did not like the concept of attaching an awning to the end of the concourse. It was also thought that the drawing was not to

scale and, in reality, there would not be sufficient room for an awning of the size shown; it was observed that it would also make the space underneath dark and uninviting. Mr. Peck did not like the decorative use of the American flag in the arches; the other members agreed. Ms. Abrahamson asked Mr. Tenanty what would be sold in the market--produce and flowers, or trinkets and T-shirts? She said she would not want to draw attention to just another trinket market. Mr. Tenanty said the question of what would be sold had not been fully resolved. Mr. Hartman questioned him about the kind of cart to be used and how the umbrellas would be fastened; Mr. Tenanty showed a photograph of a baggage cart, which he said was type of cart they were considering, but he said they had not yet worked out a way of attaching the umbrellas. It was agreed that there were no objections to the concept of a market in that location, without the large awning and the flags, but no further approval could be given until more details were seen. Exhibit D

E. District of Columbia Government, Department of Consumer and Regulatory Affairs

1. Shipstead-Luce Act

a. S.L. 89-241, 500 5th Street, N.W. New office building. Concept design development. (Previous: CFA 21/SEP/89). Mr. Carson located this large project, on Judiciary Square, between 5th and 6th and E and F Streets, and said the submission was for revisions to the previously-seen concept, because of design and engineering adjustments. He introduced Colden Florance of Keyes/Condon/Florance, architects, to show the members how the design had been revised. Mr. Florance recalled that, unlike other new construction on Judiciary Square, the project would incorporate existing 19th century buildings on the site; he said the design had been worked out with a preservation task force, including the Committee of 100 and the D. C. Preservation League. Using drawings and a model, he described the massing on each frontage, pointing out the historic structures that would be retained to various depths, and the infill construction where existing buildings having no historic significance would be demolished. He said the new construction would have a 19th-century commercial character, appropriate to the old buildings, and would be faced with a light-colored granite, using cast stone for trim. He showed a facade detail, pointing out the pewter-colored metal spandrels and the vertical window mullions. Mr. Florance said there would be a major horizontal line at the eighth floor, or 90-foot level, and then a setback; behind that the building would rise to 120 feet, the same as other new construction on the square.

There was some discussion about the depths to which the old buildings would be retained, with the Chairman saying that he had



S.L. 89-241
500 5th Street, N.W.
New building and adaptive use



S.L. 89-241
500 5th Street, N.W.
New building and adaptive use

reservations, generally, about this kind of tokenism; he thought, however, that in this case it was probably justified, given the age and quality of many of the old structures, and the corner condition. Mrs. Chatfield-Taylor asked whether the windows in the old buildings would be retained or replaced; she thought it was important to do as little as possible and cautioned against doing too much cleaning up of the facades. Mr. Florance said the windows would be retained where possible, and where they were too far gone, they would be replaced with identical new windows.

Mr. Hartman said his only concern was the 5th Street elevation, particularly the lack of articulation at the 8th floor level, which was not a characteristic of the other facades. Mr. Florance said that since this was the entrance facade, he was trying to introduce a feeling of verticality to differentiate it from the other facades; he thought the sheer face, with a strongly expressed, but not deep setback, was the way to do it. The Chairman thought that if the central section could be recessed and the flanking elements treated more like towers, piercing the setback line, then the verticality and the articulation could both be achieved. Mr. Florance was asked to restudy this facade using these suggestions.

Patty Wilson, executive director of the D. C. Preservation League, asked to comment. She cited the project as an example of the possibility of collaboration between preservationists and developers, and noted that in the revised design the mass of the structure had been pulled further away from the old buildings, and the windows had been reconfigured and articulated in a way more sympathetic to them. She said the detailed proposals for the 6th Street historic buildings were now being studied, and she was pleased with the progress. The Chairman thanked Ms. Wilson for her report, and Mr. Peck noted for the record that although he was a member of the board of the D. C. Preservation League, he had not participated in this project. The revisions to the concept design were approved, subject to the changes recommended for the 5th Street facade.

(The members adjourned for lunch at 12:45; the meeting was reconvened at 1:35.)

b. S.L. 90-51, 730 5th Street, N.W., (500 H Street, N.W.) New office building. Revised concept. (Previous: CFA/15/FEB/90.) Mr. Martinez located the Comfort Inn hotel on the corner of 5th and H Streets, and the proposed office building addition to it, on 5th Street. He recalled the Commission's concerns, during the previous review, about the height and the lack of articulation of the south alley elevation, and then introduced the architect, Eric Colbert.

Mr. Colbert reviewed the design seen previously, pointing out the architectural details borrowed from Chinese sources, and then pointed out the colors: grey for the body of the structure, to harmonize with the church across the street, green for the window trim, and red for the brackets below the cornice and for the tile accents. He noted that the windows were now standard double hung, with a sill below and a soldier course above, and that the large ground floor windows, formerly round-arched, had been flattened on top. He showed two schemes for the alley elevation on the south: Alternates A and B; B had a setback near the top. To address the height problem, Mr. Colbert said he had compressed the floor-to-floor heights; the 5th Street elevation of Alternate A showed the cornice below the mansard of the hotel and the belt course aligned with the lower parapet; in Alternate B the cornice lined up with the lower parapet of the hotel. In each case the height had been lowered 15 feet, but in Alternate B the cornice had been lowered and the top floor set back. Mr. Colbert said he preferred Alternate A because he thought it produced a better-looking building.

Mr. Hartman said he preferred Alternate B, but he thought the building was still too high. Vice-Chairman Porterfield agreed, adding that it would be particularly noticeable when coming down 5th Street. Mr. Colbert said it was a difficult site to deal with because the footprint of the building was so small, and it was hard to bring the height down because of the joint with the hotel's mansard. Mr. Hartman thought at least some of Mr. Colbert's problems were the result of prior planning for the site. Mrs. Chatfield-Taylor said she found the relationship between the hotel and office building poor.

Mr. Colbert said there were two people who would like to speak for the project. Father Don Essex from St. Mary's Church spoke first, saying that the church had followed the project and discussed it with the architect and had no objection to the height. Dr. Toon Lee, from the Chinatown Steering Committee, said he, too, had no objection to the height.

There was general agreement among the members, however, that the height was excessive for the site and in relation to other buildings around Judiciary Square. The Vice-Chairman and Mr. Hartman thought at least one full floor had to come off the

S.L. 90-51
730 5th Street, N.W.
New office building
(Addition to existing hotel)

building. Mr. Colbert asked if the Commission would consider the use of a strong cornice at the 90-foot line and then a setback of two floors; Mr. Hartman said the Commission would consider anything he wanted to bring, but he said the setback would have to occur on the south as well. To bring the discussion to a close, the Chairman told Mr. Colbert he should come back with a 90-foot building, and if he wished to explore ways of setting back one or two more floors, the Commission would be willing to look at them. Exhibit E

(The agenda order was altered and the Shipstead-Luce and Georgetown appendices discussed next, followed by the Whitehurst Freeway information presentation, and S.L. 90-77, Station Place complex.)

d. Appendix I. Colgate Darden, the architect for 2033 Waterside Drive, (S.L. 90-87) and his client, Nina Shapiro, were present to protest the Commission's decision on the alterations to this house. The architect said he had revised his design to keep some of the features the Commission deemed essential to the integrity of the house, but his client did not want to go to the expense of replacing the existing second floor windows with custom-made duplicates; she preferred a larger window of different design. Mr. Hartman said that if Mr. Darden would leave the turret windows as they were, enough money could be saved to do the second floor windows properly. The Chairman agreed that these windows were still not right, although he thought the design had improved in other ways.

The owner said she thought she was being singled out, noting that other property owners in the area had put on incongruous additions that were more harmful to the park setting than what she was doing. She did not think the alterations would harm the architecture of the house or change its relationship to the park. Vice-Chairman Porterfield said he would have to agree with her on the relationship to the park. Noting the Vice-Chairman's remark, and the time that had been spent on the project, and recognizing that significant improvements had been made, the Commission agreed to approve the latest set of drawings submitted.

6830 Oregon Avenue, N.W. (S.L. 90-84). In response to the Commission's disapproval of two curb-cuts for a residential driveway alteration, the owner asked if he could come back with a single curb-cut and turn-around design, or retain the two cuts and screen the view with landscaping. The members had no objection to the single curb-cut design he showed them, and suggested he follow that; he agreed to submit a detailed landscape plan.

2. Old Georgetown Act

a. Appendix II. Approved.

F. Whitehurst Freeway information presentation. Dorn McGrath, chairman of the Committee of 100 and of the Planning Department at The George Washington University, was introduced to give the members some background information on this proposal. Mr. McGrath said the Committee of 100 was opposed to the city's plan to rehabilitate the freeway, and did not believe a costly tunnel was the only alternative. He said the decision had been made too early, when architect Joseph Passonneau had just developed a plan that would use a partial tunnel and cost about the same as rehabilitation: \$60-100 million. He noted that land use had changed since the early days of the freeway, when the Georgetown waterfront was used for industrial purposes; he thought the recent new commercial and residential development made it more important than ever to find a way to get rid of this eyesore. He said the scheme had been shown to the Planning Commission, which had supported it only by not objecting to it. He added that, unfortunately, the image of the plan was one of a multi-lane highway filled with traffic, and a reduced amount of parkland in the area. He introduced architect Joseph Passonneau to discuss the plan.

(Note: Mr. Passonneau had presented a modified version of his plan informally to the Commission before: See Minutes: 12 December 1984.)

Mr. Passonneau commented on the arguments that Georgetown would be flooded with traffic if the avenue plan were employed; he replied by saying that of the six traffic patterns surveyed, five were improved by his plan. He showed drawings of the plan, pointing out the underpass along K Street between 31st and 34th Streets, the ramps necessary to carry the traffic down, and the improved connection to other roadways at each end. He said there would be no problem in using a 7 percent grade to get the traffic down, although the District had said nothing over 6 percent was acceptable. Mr. Passonneau conceded that two acres of parkland would be lost, but he cited the increased ability to see and use the park with the avenue scheme, and the advantage of doing away with the overhanging structure. As to cost, he said the D. C. Department of Public Works' estimates of the cost of his plan were too high; he had received much lower estimates. He closed by saying he saw no reason to perpetuate a blight in an area where the use had changed drastically since the freeway was built.

Several people asked to comment. Architect Grosvenor Chapman was the first to speak. He reviewed the District government's study of the problem, undertaken between 1982 and

1984. He said the rehabilitation plan chosen had the overwhelming support of all neighborhood groups and government agencies. He said the Georgetown Business and Professional Association did not take part in the discussions until after approval of the rehabilitation, at which time Mr. Passonneau's plan--which he considered one that would primarily benefit business interests--was submitted. Because of the submission of this plan, the rehabilitation of the freeway was postponed and the waterfront park never completed.

Mr. Chapman said the biggest problem with the Passonneau plan was the way local traffic was handled. With the freeway, there was at least a separation of local and commuter traffic; he thought that combining them would be dangerous and would also slow down the flow; he said that was why by-passes had been built, and the Whitehurst Freeway was Georgetown's by-pass. He said he could see that, little by little, K Street would be encumbered with traffic signals, to appease residents, and he noted that the other main east-west route through Georgetown, M Street, was already choked with traffic. Then he asked how pedestrians would cross nine lanes of traffic to reach the waterfront park. Mr. Chapman also pointed out that Mr. Passonneau's ramps would be huge structures, and that only about 250 feet of K Street would remain clear.

Ray Kukulski, a former ANC commissioner, was the next to speak. He was in favor of the Passonneau plan, and said the D. C. Department of Public Works had not given adequate information on the various alternatives when they were presented. He said there was now a need to get to this part of Georgetown; there were many shops, businesses and restaurants, and this was where the parking was located.

The Chairman asked the Secretary why the Passonneau plan was being brought to the Commission at this time. Mr. Atherton said the Commission was asked by the Committee of 100 to look at it again on the chance that the rehabilitation process had not gotten that far, and because it was so important to the city. Mr. McGrath said the Committee had gotten involved because they saw the opportunity to save the city from perpetuating an eyesore, and they thought the Commission of Fine Arts would be the best agency to bring it to, to bring the problem to public attention. Mr. McGrath said the Passonneau plan had three points in its favor: it would improve traffic circulation, it would be cost-effective, and it would do no damage to the city.

The Chairman said he thought the tunnel plan was the ultimate solution, but realized it was impractical. He noted that the city had not asked the Commission to consider the Passonneau plan officially, and said that all that could be done was to bring it to public attention and urge that the problem be

re-examined. Mr. Peck said there was a very strong aesthetic issue at stake, and he thought the Commission should get involved; he asked the staff to find out what the Commission could do. He said he was less concerned about traffic problems and thought they would sort themselves out. Vice-Chairman Porterfield said he had no doubt that the surface plan was much better. Ms. Abrahamson was concerned about Mr. Chapman's comments on the difficulty a pedestrian would have in crossing nine lanes of traffic to get to the park; she asked Mr. Passonneau to work with the staff on this. Mrs. Chatfield-Taylor said she was reminded of a comment that architectural critic Ada Louise Huxtable had once made, to the effect that if a plan is ten years old and has not been implemented, it should be carefully re-examined.

E.1.c. S.L. 90-77, Station Place, 2nd and F Streets, N.E., next to Union Station. New complex, Phase 1. Concept design. (Messrs. Hartman and Peck recused themselves from consideration of this project and left the room.) In introducing the project, the Assistant Secretary first commented that in the architect's opinion, the site did not all fall within the boundaries of the Shipstead-Luce Act; he said the Commission staff believed that it did, and the Commission would review the entire project. He noted that the members had seen the site on their pre-meeting tour, and he reported the Commission's receipt of letters from the Capitol Hill Restoration Society and ANC 6A, stating concern about the size and height, and the impact on the Capitol Hill Historic District. He said the project would also have an impact on Union Station and the new Judiciary Building, soon to be built to the east of the station. Colden Florance, from the architectural firm of Keyes/Condon/Florance, was introduced; he in turn introduced Bob Knopf, who represented the developers, CSX Corporation and Quadrangle Development.

Mr. Knopf observed that the site had both advantages and disadvantages. He said the advantages were the obvious ones of close proximity to Union Station, commuter rail lines, and Metro. The disadvantages were linked to the advantages: because of the complexities of relating to the transportation facilities and the H Street ramp (which would include the construction of a new road and intersection, a shared loading area concealed from public view, and underground parking facilities) the cost of the infrastructure would be high. Also, the project had to take into consideration the low scale residential neighborhood to the east. He said his group hoped to attract as tenants businesses and associations that were thinking of leaving the city, by offering them space in a central location easily accessible from suburban locations and from other areas in the city. The project, which would include five buildings, would be built in phases over a ten year period. The buildings to the south would be built first, but as those to the north would be erected on a build-to-suit



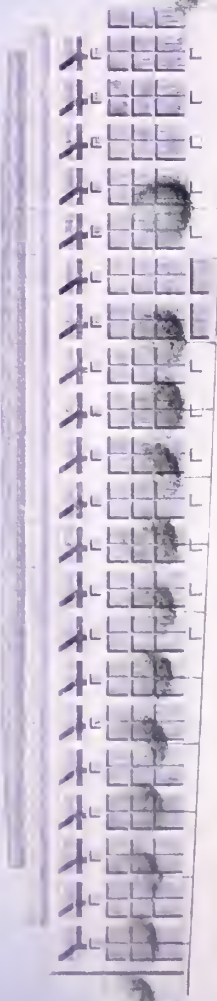
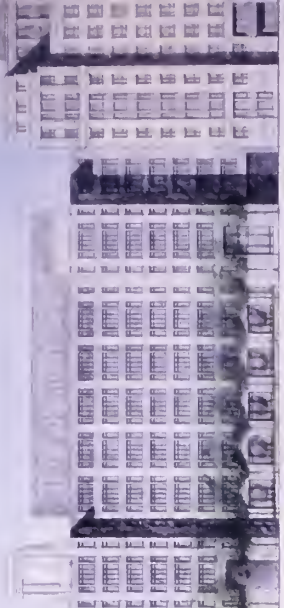
S.L. 90-77
F and 2nd Streets, N.E.
Station Place
(June)

basis, it was possible that one or more of them might be included in an early phase.

Mr. Florance then discussed the design, using a model and drawings. He said the site was at the northern edge of the Capitol precinct, which included such monumental buildings as Union Station, the City Post Office, and the proposed Judicial Building. In contrast, 2nd Street was at the edge of a residential district, had four existing townhouses, and was zoned 40 feet. He said there would be a seven story, mixed-use PUD development at the corner of 2nd and H, and he mentioned the possibility of a 90-foot Union Station air rights development above H Street.

Mr. Florance showed plans of the project, pointing out the new street that would be built between it and the railroad tracks (Station Place); it would run through to H Street. Entrance to the underground parking would be from Station Place and 2nd Street. The F Street (south) buildings would respect the nearby monumental buildings by using a light-colored stone for the facades. There would be tower elements on the corners and an arcade along the base, linking the buildings to Metro. The F Street buildings would be eight stories, 90-feet high. The 2nd Street facades would be more closely tied to the residential character of that street. There would be no service entrance (although there would be a parking entrance), and landscaping would be emphasized; there would be a heavy use of flowering trees in addition to the street trees. The main entrance and drop-off area would be recessed. The base treatment on the F Street buildings would continue on this facade; there would be setbacks, and after the one at the 90-foot line the building would then rise to 11 stories, 120 feet. In answer to a question, Mr. Florance said there would be very little retail on the street. Mr. Florance said the height on Station Place was limited to 90 feet because of the proximity of Union Station. The buildings on the north section of the site, near H Street, would have a more commercial, private character, and the material would change; possibly brick would be used. He showed some architectural details of the F Street buildings and two renderings, one showing the building at the corner of F and 2nd Streets, and the other a view from Columbus Circle, showing a corner of the new Judiciary Building with his project in the background.

The members' questions to Mr. Florance were concerned primarily with the height and mass of the project. Mrs. Chatfield-Taylor asked him if there were really five separate buildings, and if they would be perceived as separate buildings. Mr. Florance said they would, but he pointed out that there would be circulation between them. The Chairman was doubtful that they would be perceived separately. A question was asked about the



S.L. 90-77
F and 2nd Streets, N.E.
Station Place
(June)

function of the new street; Mr. Florance said it would be primarily a service road. Vice-Chairman Porterfield said he was concerned about measuring the height from H Street, since it was no longer at grade but a raised roadway. He said that when viewed from the south, the project would appear as a great hump in the city. Mr. Florance thought the buildings would help the appearance of the area, as they would make H Street seem to be a normal streetscape rather than a raised highway. He showed section drawings, and there was further discussion of the effect of using a raised roadway as a measuring point for determining allowable height. Chairman Brown agreed with the Vice-Chairman that the northern buildings would be very noticeable from Columbus Circle.

Several people asked to comment. David Perry submitted a letter from the Stanton Park Association in which it was noted that the complex would be subject to the District's large tract project review. He said his group objected to allowing the height of all buildings in the complex to be measured from H Street; he pointed out that this allowed the buildings to the south to be excessively high in relation to the small-scale residential area to the east. Mr. Perry said the multi-story PUD project in the area would be only 80 feet high, because the Zoning Commission had asked the developer to reduce the height; he said there were still many low buildings in the area, even though much of it was no longer residential. He also thought the project was much too large: it would be 900 feet long, and there would be 6,000 people working in it. For comparison, he said the International Square development at 19th and K Streets, was 50 percent smaller. He considered access for 6,000 people another problem. He did not think 2nd Street could handle a parking garage access and asked that this function be limited to Station Place via H Street; he thought the developers should be required to build the new street during the first phase.

The second speaker was David Sellin, an architectural historian and former curator of the U.S. Capitol. He said he had testified against the height of the Judiciary Building, as originally planned, and it had been reduced; he noted also the work of the Citizens' Planning Coalition in making an in-depth study of the height limit acts. Mr. Sellin said the 1910 act affected the area behind Union Station, although the developers said it did not. Mr. Sellin said Congress had intended that the building heights around the Capitol and Union Station be kept low; he said 80 feet was the traditional height on the Capitol grounds, and the height of the new Judiciary Building, as reduced.

The Chairman said, in summary, that although the Commission found it exciting that this part of town was being developed and brought to life, there was agreement that the height limitations



S.L. 90-77
F and 2nd Streets, N.E.
Station Place
(Mar.)

should be respected, and an overpass should not be used as a datum. He said he liked the varied silhouette, but thought the architect should go further and break it up even more, in deference to the nearby residential section. Vice-Chairman Porterfield thought the height should be measured mid-block on 2nd Street; he said it had nothing to do with H Street. A motion was made that the project be disapproved as presented and restudied in terms of reduced height and mass; it was seconded and carried unanimously. Exhibits E, E-1

The meeting was adjourned at 5 p.m.

THE COMMISSION OF FINE ARTS

ESTABLISHED • BY • CONGRESS • MAY • 17, 1910

Pension Building, Suite 312

Judiciary Square

Washington, D.C. 20001

202-504-2200

202-504-2195 Fax

EXHIBIT A

5 April 1990

Dear Mr. Stanton:

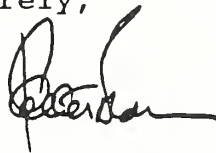
During its meeting of 15 March 1990, the Commission was pleased to meet with Maurice Barboza and John Parsons to discuss a concept design for the Black Revolutionary War Patriots Memorial at Constitution Gardens. The members enthusiastically support the memorial; they also believe that the location and siting of the proposal in proximity to the Signers Memorial can become an important addition to Constitution Gardens. At the same time, they wish to reaffirm the recommendation of the Commission made at the 28 July 1988 meeting which stressed the need for developing a design solution in scale with the Signers Memorial and in harmony with Constitution Gardens as a whole.

It is the opinion of the Commission that the current design falls short of those objectives, particularly the latter aspect which, on balance, is the more troubling. While the immediate area surrounding the sculptural group closely approximates the size of the Signers Memorial, the figures themselves present an aspect that appears at variance with the larger context of Constitution Gardens. The thirteen larger-than-life statues, in conjunction with extensive regrading of the site, will have a presence that exceeds the quiet and low profile of the Signers Memorial just a few yards to the north. This presence is further compounded by the nearly half-acre plaza-like lawn that is defined by paths and embraced by low retaining walls and will visually become part of the memorial. On this basis we believe the present approach to the design should be re-examined.

If the Memorial Foundation believes free-standing figurative sculpture is necessary, then the scale of the program should be reduced. Its form should be left in the hands of a sculptor specifically invited to participate in the overall design process, a recommendation we urge be implemented at the earliest possible time. If quotations are fundamental to the program, and we can understand that they may well be, then their message should be part of the design process as well. The words themselves might lend direction to the design development. In any event, the sculptural elements should not detract from the horizon established by the landscaped berm.

The Commission wants, above all, to encourage a memorial that has its own special strength and integrity. At the same time, it should emphasize that accepting a site in Constitution Gardens imposes a special obligation on those designing the memorial to create something that totally respects and reinforces the character of this very special landscape. Meeting this obligation is, in fact, a fundamental reason for the Commission's review, and it is hoped that our role will be understood in this context. Meanwhile, the staff is available should questions arise requiring immediate attention.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Carter Brown', with a stylized, flowing script.

J. Carter Brown
Chairman

Mr. Robert Stanton
Regional Director
National Park Service
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

THE COMMISSION OF FINE ARTS

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Pension Building, Suite 312
Judiciary Square
Washington, D.C. 20001

EXHIBIT B

202-504-2200

202-504-2195 Fax

5 April 1990

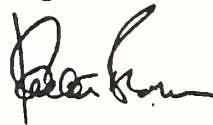
Dear Mr. Johnson:

During its meeting 15 March 1990, the Commission of Fine Arts met with the architect of the proposed new German Democratic Republic chancery to be located in the International Center at Connecticut Avenue and Van Ness Street, N.W..

Although we appreciate the effort the architect has made to address concerns expressed by the Commission almost a year ago in terms of the landscaping of the site, we still have some serious concerns about the appropriateness of the design. Furthermore, given the tide of events in the GDR, we are reluctant to approve the design of such a building with a potentially uncertain future. For this reason we would like to defer any decision on the design pending a receipt of a written statement from the Department of State clarifying how a re-unification would affect the program for the new chancery building.

Upon resolution of these matters, the Commission will reschedule a meeting as soon as you think practicable. As always, the staff is available to help you in any way it can.

Sincerely,



J. Carter Brown
Secretary

Mr. Herbert Johnson
Project Manager
International Center Project
United States Department of State
Washington, D.C. 20520

THE COMMISSION OF FINE ARTS

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Pension Building, Suite 312

Judiciary Square

Washington, D.C. 20001

202-504-2200

202-504-2195 Fax

EXHIBIT C

5 April 1990

Dear Mr. Brodie:

The Commission met on 15 March 1990 with Evelyn Villatoro of the Marriott Corporation to discuss a proposed canopy for the Freedom Plaza side of their hotel. We think the canopy will contribute to a more human scale on the facade and better define the entrance. At the same time, we believe that the existing flagpoles and the plastic planters presently detract from the quality of this space and should be removed. The flagpoles should take the form of wall-mounted staffs similar to those on the National Theater next door, which will improve the streetscape considerably and allow better, more open pedestrian movement. Improved quality planters should also be a part of this new installation. We note that the project falls within the Shipstead-Luce Act jurisdiction and will require Commission approval as part of the building permit process.

Sincerely,



J. Carter Brown
Chairman

Mr. M. J. Brodie
Pennsylvania Avenue Development Corporation
Suite 1220 North
1331 Pennsylvania Avenue, N.W.
Washington, D.C. 20004-1703

THE COMMISSION OF FINE ARTS

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Pension Building, Suite 312
Judiciary Square
Washington, D.C. 20001

EXHIBIT D

202-504-2200

202-504-2195 Fax

5 April 1990

Dear Mr. Kelly:

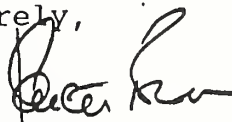
The Commission is happy to give conditional approval to an open air market near the west end of Union Station Concourse. After a site visit we were convinced that the new use will be an improvement, though there are several features which should benefit from further discussion.

First, we object to the use of U.S. flags as decorative elements. We also feel that placing anything in the arches anywhere on the building is undesirable - the existing architecture should remain unencumbered. We would like to see how the "baggage cart kiosks" will work with umbrellas in more detail as well as planters and other furnishings in the space. Another concern is the proposed awning at the north-west end of the project. The Commission feels it is excessively large, is probably not functionally necessary, and would be better eliminated.

We would also like to add a cautionary note relative to the management of the market and urge that the merchandise be of a character and quality that does not take on the aspects of the current street vending scene common to much of downtown Washington. This would be unfortunate and would detract from the overall character of excellence that has been the hallmark of the Union Station commercial activities to date.

Finally, we note that any part of this project requiring a building permit, such as the awning, is subject to the Shipstead-Luce Act and should be submitted through the D.C. government permit office to the Commission for review.

Sincerely,



J. Carter Brown
Chairman

Mr. Keith Kelly, President
Union Station Redevelopment Corporation
444 North Capital Street, N.E. Suite 740
Washington, D.C. 20001

THE COMMISSION OF FINE ARTS

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Pension Building, Suite 312
Judiciary Square
Washington, D.C. 20001
202-504-2200
202-504-2195 Fax

EXHIBIT E

AGENDA ITEM EXHIBIT

15 March 1990

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 89-241	500 5th Street, N.W. 488 Associates, L. P. Office building	New building - permit
ACTION: No objection to concept design provided central upper two floors (above the 90' cornice line) are recessed back from the face of the new structure on 5th Street.		
S.L. 90-51	500 H Street, N.W. 500 H Street, L. P. Office building	New ten story building - revised concept
ACTION: Proposed height of building is excessive for content of site and should be limited to a height no greater than 90'. Also restudy front and side elevations. Same care in detailing provided first two floors and top of building should be applied to mid-portion of structure, especially facade overlooking alley on south. Resubmit for concept review when ready.		
S.L. 90-77	Station Place, N.E. 2nd Street Ltd. Part.	New complex - Phase I - conceptual
ACTION: Disapproved. See attached letter to Hampton Cross.		

THE COMMISSION OF FINE ARTS

ESTABLISHED • BY • CONGRESS • MAY • 17, 1910

Pension Building, Suite 312

Judiciary Square

Washington, D.C. 20001

202-504-2200

202-504-2195 Fax

EXHIBIT E-1

5 April 1990

Dear Mr. Cross:

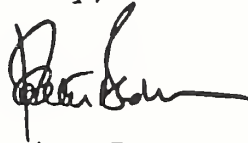
The Commission of Fine Arts, at its meeting on 15 March 1990, met with architect Colden Florance and others to review a very large-scale hotel and office complex, referred to as the Station Place development, which is planned for a site just east of the Union Station rail yards between H Street and F Street on the north and south, and Second Street, N.E. on the east. After discussing the proposal with the architect and developer and listening to considerable testimony opposing the project from a variety of parties representing the Capitol Hill community, the Commission voted unanimously to disapprove the development in its present form.

The Commission has two major concerns: first, in its current configuration, the building mass extends in an essentially unbroken line from F Street all the way to H Street, a distance of nearly one thousand feet. This is a very long distance for a single building with no openings or other interruptions in its massing. Secondly, we are concerned about the building height, and the manner in which it was calculated. The property is currently limited to 90 feet in height, already at considerable variance with the scale of the residential neighborhood to the east. It is our understanding that the D.C. Zoning Office has allowed the building height to be measured from the H Street viaduct over the railroad tracks, and this would have the effect of adding another 30 feet or so to the building height as measured from the normal grade of Second Street. The Commission disagrees with this interpretation of the zoning regulations and is opposed to exceeding a height of 90 feet above grade.

Together, these two aspects of the current design add up to a building that will appear enormous in the Capitol Hill context and will severely impact the visual surroundings of the neighborhood, including the historic structure of Union Station and the new Judicial Administration Building currently being constructed by the Architect of the Capitol immediately to the south of the site.

We recommend that any new designs address these concerns in a fresh and new approach to the development concept for this site. We will be meeting next on 19 April and will be glad to consider further studies at that time.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Carter Brown', with a long horizontal flourish extending to the right.

J. Carter Brown
Chairman

Mr. Hampton Cross
Administrator
Building and Land Regulations Administration
614 H Street, N.W. Room 312
Washington, D.C. 20001

